



Safety Bulletin

Safety Data

[\(Click here to see how the statistics listed below are calculated\)](#)

Category	Jan.- May 2005	Jan.- May 2004
ASLRRA Frequency Rate	3.49	4.03
Railroad Industry Frequency Rate	2.12	2.63
ASLRRA Severity Rate	7.86	6.67
Railroad Industry Severity Rate	5.94	7.37
Trespasser Casualties (Deaths & injuries—excludes highway / rail incidents)	366	326
Highway—Rail Incidents at public / private crossings	1136	1245
Click here for FRA Safety Data		

Make Plans to Attend the Upcoming FRA / ASLRRA Short Line Seminar

From September 13—15, 2005, FRA and ASLRRA, in conjunction with the Central California Traction Co., will be hosting a Safety Seminar in Stockton, California. The seminar will be held at the Radisson Hotel Stockton, with conference meetings and field exercises taking place at the Port of Stockton.

The meeting agenda includes topics on Track Standards and Roadway Worker Programs, Remote Control Locomotives, and Motive Power and Equipment.

Registration is \$50 per person. Fees should be sent to the following address:

Central California Traction Co. (CCT)
2201 W. Washington St., #12
Stockton, CA 95203
ATTN: Dave Buccolo
Phone: [REDACTED]
Fax: 209-466-1204

The Central California Traction Co. was incorporated on August 7, 1905 and was originally conceived as a second streetcar line for the citizens of Stockton as an alternative to the Stockton Electric Railroad. Within a couple of years, CCT began hauling freight as well. At its peak, the railroad operated 36 passenger trains a day, in addition to its freight operations.

Today, the Central California Traction Co. is a critical link in San Joaquin County's transportation infrastructure, moving up to 2,000 railcars a month for 31 customers at the Port of Stockton and providing daily freight service between east Lodi's industrial and agricultural processors to the major rail lines that run through Stockton.

Table of Contents

Class I Corner.....	6	New School Bus Driver Training Video Available from Operation Lifesaver.....	3
NS Chemical Customers Earn Safety Awards.....	6	Taking Steps Toward Ensuring Workplace Security.....	3
CSX Safety Teams Reaping "Safe Returns".....	7	SOFA Releases Safety Information for September.....	4
KCS Encourages Teamwork in Local Safety Committees.....	7	NTSB Recommendations to FRA from Minot Derailment	5
How to Avoid Pinch Point Injuries—A Safety Tip from Canadian National	8	Safety Committee Corner.....	5
Union Pacific Advises on Preventing Heat-Related Incidents.....	8	Safety Sites.....	7
NS Receives 2004 TRANSCAER National Achievement Award.....	8	Training Corner.....	6
Walking and Working Surfaces—A BNSF Safety Tip	9	Upcoming Events.....	6
FRA Corner.....	2		

FRA Corner

FRA's Operating Rules Working Group Spurs Action to Address Critical Safety Issues

by Douglas Taylor, Staff Director Operating Practices, FRA Office of Safety

Despite continuous improvements in the railroad industry's overall safety record, serious train accidents still occur, and the train accident rate has not declined appreciably in recent years. The causes of train accidents are generally categorized into five areas: human factors, track and structures, equipment, signal and train control, and miscellaneous. Two categories of accident causes—defective track and human factors—comprise more than 70 percent of all reportable train accidents, and a very high percentage of serious train accidents. As a result, FRA is focusing significant resources on those areas, both to reduce the frequency and severity of such events, and to improve the industry's accident rate.

FRA's safety program is increasingly guided by careful analysis of accident, inspection, and other safety data. Historically, FRA has sought to direct both its regulatory and compliance efforts toward areas involving the greatest safety risks. This proactive approach to managing risks is constantly being refined and improved upon. The National Rail Safety Action Plan, announced by Transportation Secretary Mineta in May, embodies that approach. The Action Plan will:

- Target the most frequent, highest-risk causes of accidents,
- Focus FRA's oversight and inspection resources, and
- Accelerate research efforts that have the potential to mitigate the greatest risks.

Reducing Human Factor Accidents

Human factors constitute the largest category of train accident causes, accounting for 38 percent of all train

accidents over the last five years. FRA's analysis of train accident data has revealed that a small number of particular human errors account for an inordinate number of human factor-caused accidents. Even though the vast majority of these accidents occur on low speed tracks they always create the potential for serious injury and or death.

The top ten human factor causes accounted for 58 percent of all human factor accidents in the year 2004. The leading cause was improperly lined switches, which alone accounted for 16 percent of human factor accidents in the last four years. Other leading causes include shoving cars without a person on the front of the move to monitor conditions ahead, leaving cars in a position that obstructs (fouls) a track, and failure to secure a sufficient number of handbrakes.

These types of human factor accidents are addressed by each railroad's operating rules, which generally subject employees who violate them to disciplinary action, including possible dismissal. At present, only the failure to secure a sufficient number of handbrakes is covered by a Federal regulation. However, FRA's current regulations require railroads to train employees on their operating rules and to test them periodically for compliance with those rules. FRA also issued a Safety Advisory in January to strengthen procedures for manually operated switches in non-signalized territory to reduce accidents caused by misaligned switches.

New FRA Action

The frequency with which these operating rule violations result in accidents requires a concerted effort to reduce and

Top Human Factor Causes (Train Accidents)

January, 2001 - December 2004

Cause code	Number	Percent of human factor train accidents
H702 Switch improperly lined	751	16.5
H306 Shoving movement, absence of person on point	508	11.1
H302 Cars left out to foul	190	4.2
H307 Shoving movement, failure to control	192	4.2
H018 Failure to secure hand brake	163	3.6
H020 Failure to apply sufficient hand brakes	163	3.6
H303 Derail, failure to apply or remove	129	2.8
H703 Switch not latched or locked	74	1.6
Total		47.6

prevent them. FRA believes a new federal regulation prohibiting these common human factor errors will provide heightened visibility and operational focus leading to a reduction in their frequency.

Accordingly, last May FRA asked the Railroad Safety Advisory Committee (RSAC), of which ASLRRA is a member, to develop recommendations for a rule that would address these types of human errors. Working together, the RSAC committee has already reviewed the accident data

and pertinent railroad operating rules relating to the primary accident causes as identified above. FRA has set a tight but reasonable timetable of September 2006 for receiving those recommendations. The result should be regulations (or, perhaps, a non-regulatory alternative) that go to the heart of preventing these leading causes of human factor accidents. With the input and assistance of ASLRRA, we will meet that deadline to improve safety over the entire national rail network.

Industry News

New School Bus Driver Training Video Available from Operation Lifesaver

School districts nationwide preparing school bus drivers for the fall will have one more safety tool—an 18-minute training video about rail safety from Operation Lifesaver—“Decide Smart, Arrive Safe.”

“Driving a school bus isn’t just a job for these men and women,” said Gerri Hall, President, Operation Lifesaver. “They’re ensuring a future for America’s school children. This video provides them a step-by-step safety plan to assist them before and after they cross the tracks.”

OL is also sending out a copy of a newspaper cartoon ad featuring a school bus making “One More Safe Crossing.”

Specifically the video includes examples of school bus-train incidents in Conasauga, TN (2000), Savannah, Georgia (2005), and Fox River Grove, IL (1995) with tips for drivers to avoid similar circumstances. The Gordon County Schools’ Transportation Department, directed by Geary Cooper, in Calhoun, Georgia, and the Fairfax County Schools in Virginia provided drivers and buses for the video. Tim Parker, assistant director at Fairfax, provided logistics and personnel.

“Decide Smart, Arrive Safe,” a joint project from rail safety proponent Operation Lifesaver and the National Association of State Directors of Pupil Transportation Services (NASDPTS), has been shipped to state leaders for both organizations. Master copies will also go to the National Association for Pupil [REDACTED] and the National School Transportation Association. Copies can be ordered online for \$10 (see www.oli.org) through OL’s vendors.

The “Five Alive” drill provides drivers with the following safety steps.

STEP ONE: Prepare to stop when you see the Advance Warning Sign (or approaching crossbucks).

STEP TWO: Quiet. Alert the students for quiet. Flash dome lights. Announce need for quiet upon approach. Cut off noise from fans and radios to listen for a train.

STEP THREE: Stop. Open the window and bus door. Stop between 15 and 50 feet from the tracks or at the stop line. Look both ways down the track. Avoid obstructed views—poles, mirrors, window posts by leaning forward or back in your seat.

STEP FOUR: Do a double take. Look quickly again in both directions before crossing.

STEP FIVE: Cross, but do not shift on the tracks.

Operation Lifesaver, which has programs in 49 states and the District of Columbia, is a nationwide, nonprofit, public education organization dedicated to reducing collisions, injuries and fatalities at highway-rail grade crossings and on rail rights-of-way.

Working [REDACTED] in conjunction with our partners in engineering and enforcement, Operation Lifesaver (OL) and its safety Presenters have helped to reduce crashes and fatalities by 70% since OL was created in 1972. This reduction occurred despite the fact that vehicular and rail traffic have increased by more than 20 percent during the last decade. Consider joining in this safety effort by being trained as an OL Presenter. Contact OL at www.oli.org and learn the name of your state coordinator (under Contacts).

Taking Steps Toward Ensuring Workplace Security

Workplace security is good business and enhances the safety of all employees. (The following is abstracted from Union Pacific’s Policies and Procedures.)

The American public has continually been reminded about

computer security issues, such as the importance of keeping sensitive data safe and protecting one’s identity. Reports of intentional thefts, accidental leaks of sensitive data, and Internet scams have frequently been top new headlines.

Here are some simple “reminders” of how you can protect the data on your computer.

Habits that enhance physical security at work:

- Never walk away from your machine without logging out or locking the screen.
- When traveling, keep laptops, PDA's, and briefcases in hand or in full view. Do not set them down, even for a second, if they will not be in your line of sight. Thieves target unwatched portable devices in airports or lobbies.
- Lock your office door, particularly if your office is accessible around the clock.
- Know who has keys to your office, desk, and file cabinet locks.
- Report lost or missing keys, electronic access cards, or identification badges immediately.
- Report any unknown or suspicious visitors. Politely ask them if they are lost or need help while determining their business with the company. (e.g. “May I ask who you are looking for?” Or, “Do you have an appointment with someone?”)
- Do not lend or share ID badges or other access cards that provide entry to restricted areas or equipment.
- Do not leave printed copies of sensitive data lying on your desk or forget to retrieve papers off the printer. Confidential data should be in a locked drawer or file cabinet. Shred papers with confidential information rather than simply throwing them in the trash.
- Keep track of personal computer equipment. (Know the machine name and model of any PC or other components assigned to you.)
- Make a backup copy of any mission critical data. Then, if your PC's hard drive fails, you will not have to recreate all of your documents from scratch. Keep the backup copy safely stored in a locked drawer or cabinet.
- Remember not to set cups or mugs on or near your PC or keyboard.
- Be aware of caustic substances or electrified devices that can damage or interfere with your computer equipment.
- Bundle your workstation's electrical cords and cabling if they get in your way, frequently pull loose, or get tangled with your legs or feet. This is unsafe for you and the equipment.
- Learn how to set your screen saver's “lockout” option so it will automatically secure your device after five to ten minutes. You should always press <CTRL><ALT> and then press the letter “W” to activate a secured screen saver whenever you are leaving your workspace—even if it is just for a minute.
- Do not introduce floppy disks, CDs, or USB “flash” memory storage used on outside computers into your work computer without virus scanning.
- Do not copy company data to moveable storage and then take it from the premises. Guard against anyone else removing data from your PC.
- Password protect information stored on cell phones, Blackberries, and/or other wireless, hand-held devices.
- Protect personal PC's for home use with power surge protection devices. These help guard against sudden power surges that can occur on local electrical company lines.

SOFA Releases Safety Information for September

Since the release of the SOFA Report in October 1999, switching fatalities related to the Five SOFA Operating Recommendations have declined. Unfortunately, this is not true of all types of switching fatalities. In particular, SOFA data suggests that safety emphasis is needed on fatalities related to Special Switching Hazards.

Therefore, in addition to its Five Operating Recommendations, SOFA Working Group (SWG) wants to make those engaged in switching operations aware of Special Switching Hazards. The Special Switching Hazards identified by the SOFA Working Group included:

- Close clearances
- Free rolling railcars
- Exposure to mainline trains
- Tripping, slipping, or falling exposures
- Adverse environmental conditions
- Shoving movements
- Unsecured cars
- Unexpected movement of cars
- Equipment defects
- Motor vehicles or loading devices
- Drugs and alcohol

Shoving was the direction of movement in eight of eleven September switching fatalities. Seven of the eight fatalities occurring to date in 2005 involved shoving. In its last report, the SWG classified shoving as a Special Switching

Hazard saying,

“It was apparent to the SWG that shove movements present special risk in switching operations.

Whether given the amount of shoving done, compared to pulling, makes fatalities with shoving as the direction of movement over- or under-represented in switching operations is answerable only by having the appropriate number of train miles dimensioned by direction of movement. But whatever the answer is does not change the fact that fatalities involving shoving are a sizable cluster of switching fatalities.

Shove movements clearly create an exposure to greater risk than pulled train movements. Wherever feasible efforts should be made to avoid shoved movements especially

where light engines are involved. Greater use of procedures such as running around cars and changing ends should be utilized.”

SWG also refers to shoving in Operating Recommendation 4:

“When using radio communication, locomotive engineers must not begin **any shove move** without a specified distance from the person controlling the move. Strict compliance with “distance to go” communication must be maintained.”

By giving extra attention to Special Switching Hazards, in addition to observing the Five Operating Recommendations, you can work to prevent, and contribute to the decline of, all types of switching fatalities.

NTSB Recommendations to FRA from January 2002 Minot, ND Derailment

By year’s end, the FRA will be coming out with a rule concerning inspection procedures on continuous welded rail. The following in the proposed rule making.

In respect to CFR 49, Part 213.119:

- Require all railroads with continuous welded rail track to include procedures (in the programs that are filed with the Federal Railroad Administration) that prescribe on-the-ground visual inspections and nondestructive testing techniques for identifying cracks in rail joint bars before they grow to critical size.
- Instruct Federal Railroad Administration track inspectors to obtain copies of the most recent continuous welded rail programs of the railroads that fall within the inspectors’ areas of responsibility and require that inspectors use those programs when conducting track inspections.
- Establish a program to periodically review continuous welded rail joint bar inspection data from railroads and Federal Railroad Administration track inspectors and, when determined necessary, require railroads to increase the frequency or improve the methods of inspection of joint bars in continuous welded rail.
- In continuous welded rail technology, each joint bar must be inspected on foot at least twice each calendar year.

Safety Committee Corner

Back to Basics

By Duane Broxterman, Heart of Georgia Railroad, Inc. & Georgia Midland Railroad

I have seen in the past, and still see today, many different programs and views on ways to measure performance of railroad personnel, in order to create a safe work environment in the railroad workplace.

The safety programs I’ve seen have had a certain amount of success and all are well intentioned and are meant to enhance safety.

At the Heart Of Georgia Railroad and the Georgia Midland Railroad we believe that safety has to begin with fundamentals. As my colleagues have stated in prior safety messages, injuries are still occurring from performing the everyday and routine duties required from railroad workers.

When we think about fundamentals, usually we think about the actual act of performing a duty such as applying a hand-

brake or throwing a switch. These fundamentals are very important and training must address these issues until there is no doubt from the employee of the correct ways to perform these duties.

So, if an employee is well-trained and knows exactly how to perform all of the duties that he or she will encounter, then there should be little chance of injury. Correct?

I think not.

At our railroads we put an equal importance on the mental fundamentals, i.e. first know how to perform your duties, and then think about the duties that you are performing.

In the typical day of a railroad person, whether they are an engineer, conductor, trackman, clerk, etc., his or her job duties are almost exactly the same day after day. In other

Upcoming Events

UP Short Line Workshop

August 28-30, 2005
Omaha, NE

Eastern Region Highway-Rail Crossing Training Seminar

Sept. 12-14, 2005
Cape May, NJ

CP Short Line Meeting

Sept. 14-16, 2005
Calgary, AB

RSI Annual Meeting

Sept. 18-21, 2005
Chicago, IL

Rail Industry Meeting & Dinner

Sept. 29, 2005
Washington, DC

ASLRRA Central/Pacific Region Meeting

Oct. 2-4 2005
Las Vegas, NV

words, a conductor might unlock and line a switch and derail, and line them back and lock them when finished. He or she does this day after day until they don't even think about what they are doing. If one day some unforeseen duty arises during the routine outlined above the employee could very easily forget to line and lock the derail, for example.

The point I am trying to make is that if every day the employee performs eight functions, the day he or she has to perform the unforeseen duty he or she may still perform eight functions. However, in that instance, one of them will not be lining the derail or switch.

In our training we stress to employees the importance of knowing how to perform the physical acts of their duties. Yet, we also make them very aware of the mental aspects of the job and how easily one can overlook an important part of his or her duties.

Efficiency testing is a very important part of our safety program. Efficiency testing is conducted not only to insure that the employees understand

the rules, it is also a way for us to monitor how we are doing in our training.

In our efficiency testing we, at times, interrupt employees while they are engaged in activities like those outlined above to see if they will remember all of the things they need to do.

Most importantly, our employees have bought into the fact that our efficiency testing is not designed to catch them doing something incorrectly—it is designed to help everyone concerned to improve training and performance.

Training Corner

Below are two of the hundreds of courses offered to ASLRRA members by the National Academy of Railroad Sciences (NARS). Visit www.railroadtraining.com for more information about training programs available through NARS.

Operations Testing Advantage Course - This course will assist field officers in understanding and successfully perform quality operations test. The three day course held at NARS is \$495.00. The class schedule is August 3-5, September 14-15, November 2-4, and December 7-9. For more information or to register for the course contact Larry Wright at [REDACTED]

Conducting Disciplinary Investigations Course - This course will develop the individuals abilities to hold an investigation utilizing the six stages of investigation. Topics include investigating officers responsibilities,

Preparing for an investigation, Preparing a notice for the investigation, Why arbitrators rule against a carrier, Pre-investigation witness interviews and Practicing the six stages of investigation. The two day course held at NARS is \$425.00. For more information or to register for the course contact David Hefley at [REDACTED]

Class I Corner

NS Chemical Customers Earn Safety Awards

Norfolk Southern recognized 36 customers for safe handling of hazardous chemicals.

The customers earned the Thoroughbred

Chemical Safety Award by shipping more than 1,000 carloads of hazardous chemicals without a single release of product.

"These companies have demonstrated in the best possible way—through accident-free handling of chemicals—their dedication to safety in their work places and in their communities," said David R. Goode, NS chairman and chief executive officer. "Safety is Norfolk Southern's first priority. We believe safe operations go hand in hand with good customer service. We congratulate these

companies for their accomplishments and thank them for their safety-first business partnership with Norfolk Southern."

This marks the ninth year NS has given awards to its safest chemical customers.

CSX Safety Teams Reaping "Safe Returns"

CSX Transportation has introduced an innovative program to reward teams who have excelled in the reduction of risk related costs. The program entitled "Safe Returns", rewards teams who have reduced occurrences of personal injuries, train accidents, switching damage, auto accidents and hazmat releases, among others. Teams earn 20 cents on every dollar that they save towards the overall cost of risk. The majority of the winnings are then earmarked for safety-related, capital projects.

"Every time we have an occurrence of a run-through switch, every time a vehicle operator backs up without looking for hazards, every time a rule is broken or ignored, we're risking damage to our employees, our customers' freight, the communities we serve and our bottom line," said Barry Morton, Director of Employee Safety. Some of the projects funded by the program include road improvements in train yards, lighting projects at crew change points, building improvements and drainage upgrades. CSX spends more than \$200 million

a year to cover incidents that employees have the power and skills to prevent within the broad category of risk. "Safe Returns is our way of paying back those teams that have achieved excellence in risk reduction," Morton said. "This is a two-way street—giving back to the teams that really make a difference to our success."

Response to the program has been positive from CSX employees, with friendly rivalries developing among the higher performing teams. "It is a great feeling to attend a local Safety Committee meeting and hear the excitement of these teams when they discuss their earnings. An additional positive of this program is the fact that the projects funded are 100% recommended by local teams. The completed projects are what our folks on the ballast have recommended and requested," said Morton. Morton continued, "This program helps foster the locally based, proactive safety culture that we strive for".

KCS Encourages Teamwork on Local Safety Committees

Recently, KCS introduced Safety Tuesdays guiding principles below are important to throughout U.S. operation. On Tuesdays, every successful local safety committees, as well as operations supervisor is responsible for any team effort.

face-to-face contact with the employees for which they are responsible and sharing pertinent safety information with them. The purpose is to emphasize the importance of safety as part of the regular job briefing discussion and to promote two-way communication.

Each week on Monday, Kevin McIntosh, General Director—Safety, Health, and Operating Practices releases a Safety Tuesday topic guide. Recent topics included the safe operation of a switch or derail and building teamwork in local safety committees. The

- Determine objectives and strategies as a team, laying the groundwork for shared responsibilities.
- Assign accountability for achieving specific tasks, utilizing the individual strengths of all participants.
- Discuss ideas for how individuals can tackle their assigned tasks.
- Check in regularly for progress reports, without micromanaging.
- Acknowledge a job well done.

Safety Sites

(The following websites offer information on railroad safety—Click on the name to link to the site.)

[American Short Line and Regional Railroad Association](#)

[Association of American Railroads](#)

[BNSF Railway](#)

[Canadian National Railways](#)

[Canadian Pacific Railway](#)

[CSX Transportation, Inc.](#)

[Federal Railroad Administration](#)

[Kansas City Southern Railway Co.](#)

[National Academy of Railroad Sciences](#)

[Norfolk Southern Corporation](#)

[Operation Lifesaver](#)

[Union Pacific Railroad](#)

How to Avoid Pinch Point Injuries—A Safety Tip from Canadian National

Each and every day pinch point injuries occur among people at home and on the job. Most of them can be prevented with some very basic steps. Here is a simple set of guidelines to review with your employees for use at work and home:

How to avoid pinch point injuries:

- Identify possible pinch point hazards in your area.
- Focus on objects that move, or possibly could move. Ask yourself, "What will happen if this moves? Will I be in the path of that movement?"
- Be aware of pinch points created by the objects that move, and come in direct or close contact with relatively fixed objects (e.g. railroad cars near loading docks or suspended loads near fixed or mobile equipment). Ask yourself, "If this load moves or shifts unexpectedly will I be in the way?"
- Be on guard whenever you put your hands, fingers, feet, or toes "between" anything.
- Discuss and point out pinch point hazards as part of your risk assessment and job briefing.

Points to remember:

- Watch where you place your hands. When entering or leaving a doorway do not place your hands on the

jamb. Hold doors with the handles, not the edges.

- Never operate equipment or machinery without the required machine guards. Guards are designed to prevent contact with pinch points and points of operation.
- Follow company rules and procedures, such as lock-out / tag out and safe lifting and hoisting procedures.
- Keep feet on surfaces that are suited for walking, climbing, or standing. NEVER use feet to brace, force, or chock objects (for example, to hold a door open).
- Never place yourself or any part of your body in a potential pinch point unless protective measures are provided for such activity. When reaching in to operate a control or reaching for an object, consider where your arm is located. If it is within a pinch point, strongly consider an alternative position or make sure ALL movable parts are immobilized.

Pinch points cannot injure you if you learn to recognize them and avoid them when possible. Always provide safeguards when working with pinch points.

Union Pacific Advises on Preventing Heat-Related Incidents

Recent summer heat waves across the United States serve as a reminder of summer's deadly potential. Employees are reminded to practice safety by taking proper precautions during the hottest months of the year.

To help curb the railroad's heat-related incidents, here are some best practices to follow:

- Drink plenty of fluids. Water is the best liquid to replace lost body fluids on hot days.
- Allow your body time to become acclimated to working in hot weather. It usually takes one to two weeks to achieve maximum tolerance to higher

temperatures.

- Bathe regularly to prevent the sweat ducts from becoming blocked.
- As you get older, slow down your pace when working in hot weather. The body cannot release heat as quickly as when it was young.
- Choose loose fitting, light colored clothes. This reflects heat and keeps you cooler.
- Rotate employee working assignments and take frequent breaks during hot weather.

Norfolk Southern Receives 2004 TRANSCAER® National Achievement Award

Norfolk Southern received the 2004 TRANSCAER National Achievement Award from the National TRANSCAER Task Group.

TRANSCAER, or Transportation Community Awareness and Emergency Response, is a nationwide community outreach program designed to promote chemical transportation emergency preparedness and awareness in communities. TRANSCAER fosters partnerships among chemical pro-

ducers, distributors, carriers, first responders, and government agencies.

NS received the National Achievement Award in the rail category for its support of TRANSCAER and for its excellence in four areas: activities, organization commitment, financial support, and manpower investment. Among its initiatives, NS held TRANSCAER events in 18 of the 22 states through which it transports hazardous materials and

trained nearly 4,000 emergency responders in 261 counties. Most notable was the fall TRANSCAER Whistle Stop Tour, in which some 1,000 emergency responders were trained in five days.

“This training is strictly voluntary,” said Dave Schoendorfer, Manager Hazardous Material, Roanoke. “This speaks of the people’s dedication to their communities and the willingness to do what is necessary to keep their environments safe.”

The company also developed a Railroad Emergency Response Planning Guide and awarded 20 scholarships for emergency responders in NS territory to attend the Association of American Railroads/Transportation Technology Center’s Emergency Response Training Center in Pueblo, Co.

“Norfolk Southern’s highly effective and wide-ranging initiatives under TRANSCAER are helping to build a more knowledgeable base of first responders along their transport lines,” said Nancy White, TRANSCAER program manager. “It is our great honor to recognize their work and dedication.”

“The real winners are the communities that participate in these events,” Schoendorfer said. “We greatly appreciate this award because it says good things about our company, but it is the communities that deserve much of the recognition. They really put forth great effort in ensuring their safety. They are truly remarkable.”

The award was presented at the Association of American Railroads/Bureau of Explosives Hazardous Materials Seminar in Kansas City, Mo.

TRANSCAER is sponsored by the American Chemistry Council, the Association of American Railroads, Chemical Educational Foundation, CHEMTREC®, The Chlorine Institute Inc., and National Tank Truck Carriers.

Walking and Working Surfaces—A BNSF Safety Tip

Walking incidents often occur when an employee is performing a job that involves multiple tasks, such as:

- Walking while using radios, pulling pins, or reading switch lists during switching operations.
- Handling equipment, tools, or materials while walking on coarse ballast.
- Walking the ballast slope while performing other duties.

How can we help prevent walking-related injuries?

Some key points to review:

- Ensure walkways are clear. Remove protruding nails, splinters, debris, and trash. Keep aisles and passageways clear of obstructions and stored materials.
- Always stay aware and alert. If possible, avoid doing other tasks while walking. For instance, read the switch list before you start walking toward the train. When the nature of the work requires you to inspect equipment or do other activities while walking, make sure you frequently scan your path for obstructions or hazards.

- Use handrails whenever provided, such as on stairs, ladders, and locomotive walkways.
- Always look forward. Never walk backwards on ballast or near any railroad equipment.
- Establish sure footing with each step. When moving through an area, choose the path that is most level and stable.
- Be especially careful while walking on ballast in wet conditions, at night, on a sloping surface, and on coarse ballast.
- Always ensure three points of contact when getting on and off equipment and ensure that you observe the walking surface prior to stepping off of the equipment.

Walking-related injuries often occur when people are rushing or taking shortcuts. Take sufficient time to perform job tasks safely.

Assess all walking and working surfaces before starting any task, and include a discussion of walking surfaces in all job safety briefings. If a hazardous walking condition is noted, protect or eliminate the hazard whenever possible.